

## NOTE

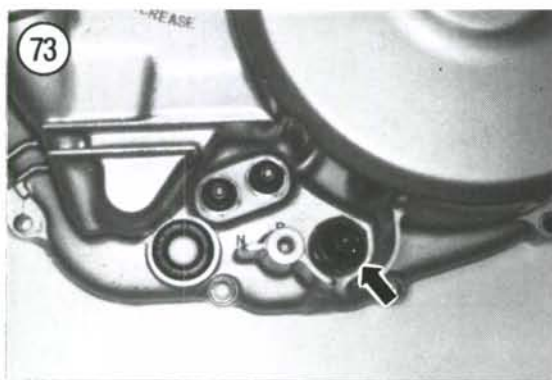
**Figure 73** is shown with the right-hand crankcase cover removed for clarity. It is not necessary to remove the cover for this procedure.

4. Unscrew the oil temperature sensor (**Figure 73**) from the right-hand crankcase cover.
5. If necessary, test the sensor as described in this section.
6. Install the sensor in the right-hand crankcase cover and tighten to 18 N·m (13 ft.-lb.).
7. Connect the electrical connectors to the sensor.
8. Install the switch cover and bolt.
9. Refill the engine with the recommended type and quantity of engine oil as described in Chapter Three.

## DIODE

## Testing

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.



3. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect the diode from the wiring harness (**Figure 66**).
4. Use an ohmmeter and check for continuity between the 2 terminals on the diode. Connect the negative (-) test lead to the negative (-) terminal and the positive (+) test lead to the positive (+) terminal. There should be continuity (low resistance) in the normal direction and no continuity (infinite resistance) in the reverse direction.
5. Replace the diode if it fails this test.

## SWITCHES

## Ignition Switch Testing

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
3. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect each individual electrical connector (**Figure 66**) from the wiring harness. The wire colors are as follows: red, black, pink/white and pink.
4. Refer to **Figure 74** and connect the ohmmeter test leads to the indicated color wires with the ignition switch in the indicated positions.
5. If the switch is good, there will be continuity (low resistance).
6. If the needle does not move (no continuity) on any of the tests, the switch is faulty and must be replaced.

## Light, Dimmer, Engine Kill and Starter Switch Testing

The light, dimmer, engine kill and starter switch are a single assembly. If any portion of the switch is faulty, the entire switch assembly must be replaced.

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
3. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect the 3-pin electrical connector and each individual electrical connector (**Figure 66**) from the wiring harness. The wire colors are as follows:
  - a. 3-pin electrical connector: green, brown and yellow/red.
  - b. Individual wires: black, white and blue.

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## IGNITION SWITCH CONTINUITY TEST

	BAT1	BAT2	BAT3	IG1
Color	R	BI	P/W	P
Off				
On	●	●	●	●

- 4. Refer to **Figure 75** and connect the ohmmeter test leads to the indicated color wires with the individual switch in the indicated positions.
- 5. If the switch is good, there will be continuity (low resistance).
- 6. If the needle does not move (no continuity) on any of the tests, the switch assembly is faulty and must be replaced as a complete unit.

**Neutral Switch and Reverse Switch Testing**

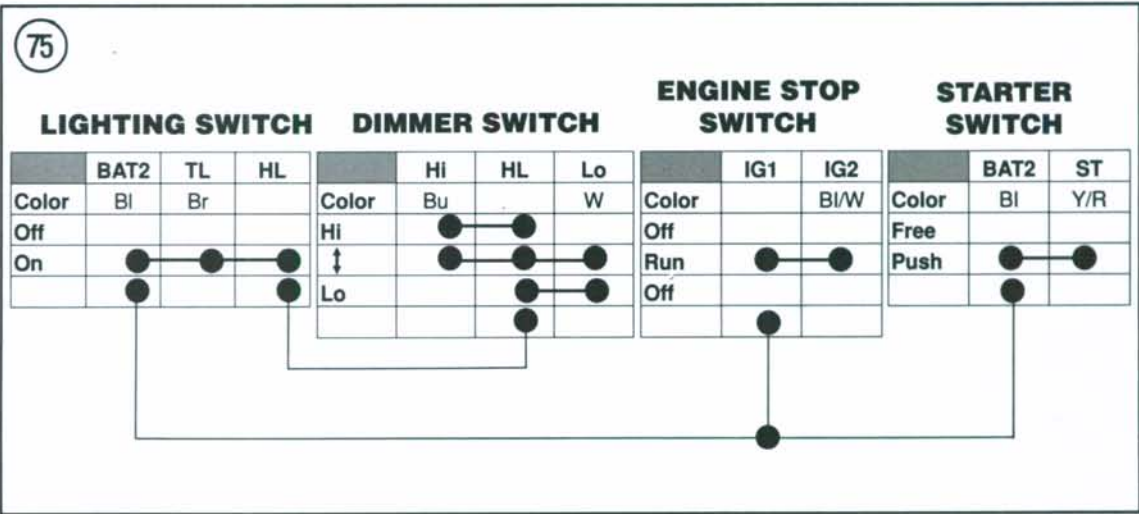
- 1. Remove the seat.

*NOTE*  
The wire color changes at the 3-pin electrical connector.

- 2. Disconnect the 3-pin electrical connector (**Figure 76**) containing 3 wires (switch side - one green, one

light green and one blue, or on the harness side - one green, one light green/red and one blue/red).

- 3. Test the neutral switch as follows:
  - a. Shift the transmission into NEUTRAL.
  - b. Connect an ohmmeter to the switch side of the switch's light green electrical terminal and ground. There should be continuity (low resistance).
  - c. If there is no continuity (infinite resistance), proceed to Step 5.
- 4. Test the reverse switch as follows:
  - a. Shift the transmission into REVERSE.
  - b. Connect an ohmmeter to the switch side of the switch's green electrical terminal and ground. There should be continuity (low resistance).
  - c. If there is no continuity (infinite resistance), proceed to Step 5.
- 5. If there is no continuity in Step 3 or Step 4, perform the following;

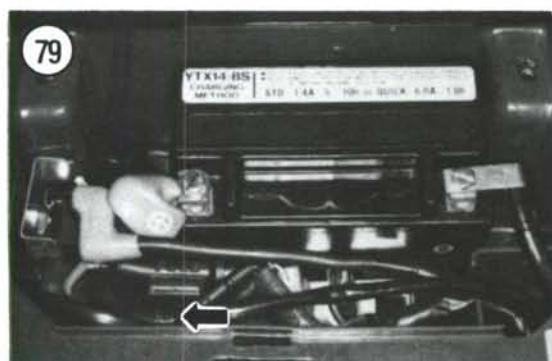
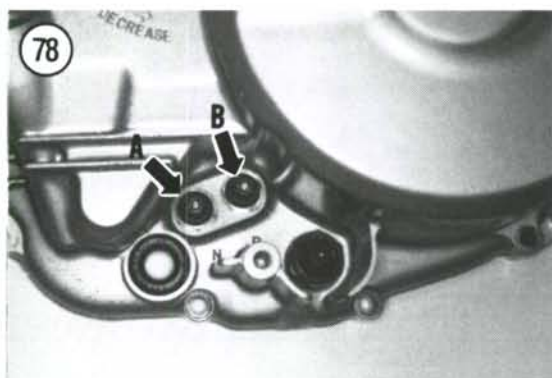




- Remove the bolt securing the switch cover (**Figure 71**) and remove the cover.
- Disconnect the electrical connectors (**Figure 77**) from the neutral and reverse switches in the right-hand crankcase cover.
- Check each electrical wire connector and switch terminal for tightness and also for corrosion. If either condition is found, tighten and/or clean the connector(s) or the terminal(s) and repeat Step 3 and Step 4.
- If there still is no continuity, the switch(s) is faulty and must be replaced.

### Neutral and Reverse Switch Replacement

- Drain the engine oil as described in Chapter Three.
- Remove the bolt securing the switch cover (**Figure 71**) and remove the cover.



- Disconnect the electrical connectors (**Figure 77**) from the neutral and reverse switches in the right-hand crankcase cover.

#### NOTE

*Figure 78 is shown with the right-hand crankcase cover removed for clarity. It is not necessary to remove the cover for this procedure.*

- Unscrew the neutral (A, **Figure 78**) or reverse (B, **Figure 78**) switch from the right-hand crankcase cover.
- Screw in a new switch(s) and tighten securely.
- Connect the electrical connectors (**Figure 77**) onto the neutral and reverse switches.
- Install switch cover and bolt. Tighten the bolt securely.
- Fill the engine with the recommended type and quantity of engine oil as described in Chapter Three.

### FUSES

All models are equipped with a 15 A main fuse that is located next to the battery. There is also an optional 15 A fuse for the optional DC outlet and it is also in the same location.

#### CAUTION

*The main fuse (**Figure 79**) and the sub fuse are next to each other within the battery box. The main fuse wires are red and the sub fuse wires are pink.*

#### NOTE

*Always carry a spare fuse.*

Whenever the fuse blows, find out the reason for the failure before replacing the fuse. Usually, the trouble is a short circuit in the wiring. This may be caused by worn-through insulation or a disconnected wire shorted to ground.

### WIRING DIAGRAMS

Wiring diagrams for all models are located at the end of this book.

**Tables 1-4 are on the following page.**

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